

Improvements in transportation facilities and techniques contributed to the volume of water transport in Central-South China. For instance, in 1952, the length of time for the round trip of a steamer running between I-Ch'ang and Chungking was shortened from <sup>46</sup> 6 to 4 days. Similarly, a round trip between Shanghai and Hankow took only 6 days in January 1954 instead of the 10 days formerly required. <sup>47</sup> An increase of shipping capacity resulted from the changes in towing practice. "Single-file towing" methods suggested by Soviet experts have increased both the speed and the volume of the shipping handled. 505 502 505

Before the end of 1952, the entire Yangtze River section within the Central-South Region adopted the "single-file towing" method. The Ch'ang-chiang Navigation Administration reported an increase of several hundred thousand tons <sup>48</sup> in freight volume between March and December of 1952.

By lowering transportation costs, the Communists have attempted to reduce the freight rate. For example, the freight rate in the Yangtze River area was reported to be 50 per cent lower in 1950 than in 1949. In 1951 and 1952, reductions to 30 and 20 per cent respectively were announced. <sup>49</sup> In the Pearl River district, the freight rates of steamships at the end of 1952 were about 50 per cent lower than those existing early in 1952; the 505

46. Navigation in the Communist Area, p. 17.

47. NCNA, Wuhan, Jan. 13, 1954.

48. Navigation in the Communist Area, p. 16.

49. Ibid., p. 14.

Hankow (Hupeh) was also of considerable importance because of its commanding position as a distribution center on the Yangtze River, and because of the large flow of transit trade between Shanghai and central and western China passing through Hankow. With the decline of Shanghai under the Communist regime in this respect, the position of Hankow has also suffered.

### MARITIME CUSTOMS ESTABLISHMENTS

The significance of the preceding remarks is clearly reflected in the distribution of customs offices, which are, as a rule, located at the principal ports. Within the Central-South Region there are now nine principal customs offices and four sub-offices. Seven principal offices and the four sub-offices are in Kwangtung; Hupeh and Kwangsi each has one principal office. There are no customs establishments in Honan, Hunan, and Kiangsi.

### LOCATION OF CUSTOMS OFFICES IN CENTRAL-SOUTH CHINA \*/

| <u>Province</u> | <u>Principal Office</u>               | <u>Sub-Office</u> |
|-----------------|---------------------------------------|-------------------|
| Hupei           | Wuhan                                 |                   |
| Kwangtung       | Swatow                                |                   |
|                 | Canton                                | Huang-p'u         |
|                 | Kowloon (At Shen-ch'uan or Shum-chun) | Wen-ching-tu      |
|                 |                                       | Kung-men          |
|                 | Chiang-men                            | Tung-yü           |
|                 | Pei-hai                               |                   |
|                 | Chan-chiang                           |                   |
| Kwangsi         | Hai-k'ou                              |                   |
|                 | Wu-chou                               |                   |

\*/ [ See following page.]

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487 li to Ta-pi-liu, another ten li to Ch'e-ch'i, and 30 more li to Ho Ch'i. From the mouth of the river to Ho Ch'i, some 130 li, the waterway is known as the Wu Ch'i River. Above Ho Ch'i it divides into two branches, south and north: the northern branch, known as the Wan-yung Chiang, runs ten li to Chang-p'ai-chai, where it again divides into two more branches, one flowing westward as the Wan-yung Chiang proper, passing through Ta-chuang and Hsiao-chuang for 50 li to Kan-ch'eng. The other branch, which flows northwestward, is known as Kao-yen Ho, and goes 15 li to Chen-ch'i-so, 15 li to Hsien-ch'en-ying, ten li to Chen-ning-ying, 20 li to P'ing-lang, five li to Wei-che, eight li to Hsün-chien-p'ing, 20 li to Kao-yen-hsin. The branch flowing south of Ho Ch'i, known as the T'o Chiang, flows through Ch'i-k'ou, Chiang-chün-yen, and Mao Chou to Lao-hu-k'ou for about 60 li, and then passing Lao-hu-k'ou it flows from Mu-lung-ti Chiang to Feng-huang for another 70 li.

The parts of the T'ung Ho navigable by small craft are: the Wu Ch'i, 113 li; the Wan-yung Chiang, 60 li; /Illus. 16, 17 on pp. 42, 43/ /44/ the Kao-yen Ho, 93 li; and the T'o Chiang, 130 li; totaling 296 li in all. These river courses are difficult to navigate and are not passable all year round.

● 502 Miao Fang-peí Lan in the section on roads and waterways says:

133 "This river (the T'ung Ho) has precipitous cliffs standing up like daggers, strange rocks clustering like a forest of spears, and rioting cataracts. Through slight negligence a boat can be crashed into pieces. It dries up in autumn and winter, causing difficulty in transportation. It is only in summer when mountain streams rush down from the Miao villages, that small craft may ply here and there. However, the cliffs and rocks become more dangerous as the water rises. Once a sandbank is reached, a day is often spent in lifting the boat across to deep water. The difficulty of crossing such banks is twice as much as in other rivers."

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C 487 The Ch'en Chiang waterway starts from the city of Ch'en-ch'i-hsien and joins the Lo-hao Ch'i /tributary/ at Kao-ts'un

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about 97 li away. When the water rises in the summer, the river is navigable by small crafts to Yen-men and Shin-yang-shao.

The total cargo weight of a boat cannot exceed a few shih, and the boat has to be towed or lifted by boatmen wading through the sand and rocks. Although the distance is short, the voyage is very strenuous.

The 270 li of the Yu Chiang from Yüan-ling to Pao-ching is navigable by small craft, carrying cargo not over several shih in weight, and covering only about a dozen li per day. From Pao-ching the river empties into the Sung-t'ao Ho, and when the water rises in the summer, light boats can go as far as Hua-yüan and Mi-no at Yung-sui, and may even be able to reach the city of Sung-t'ao.

The boat used in the Miao area generally measures nine kung ch'ih in length, divided into seven holds, the middle hold being the widest, about one kung ch'ih in width (Illus. 18, 19). The oar, the paddle, the pole, the mast, and other attachments of the boat are not different from those seen elsewhere, except that at the bow there is a long paddle about six kung ch'ih long, which is used for coming down the sandbanks. Traveling upstream offers the greatest difficulty. Every time a sandbank is crossed, the boat has to be poled, lifted, towed, or pushed by several dozen men. Their chanting is as loud as the angry waves.

From the middle of the Ming period up to the beginning of the Ch'ing period, soldiers were sent into the Miao area. The most important duty of the military garrisons was to keep the communication lines open for troops and food supplies. So the construction of roads and bridges in the area appears monumental. There are four kinds of land routes: the main road connecting Yunnan with Kweichow is the official road; the roads connecting the various military posts are military roads; the roads traversed by the Chinese people are civilian roads; and the small winding paths leading to Miao settlements are Miao roads. Taking Feng-huang as the center, the official road leads